

# Chapter 2—Description of the Alternatives

## 2.1 Introduction

The City of Shoreline has entered into this subarea planning process to more directly and fully address future land use and transportation needs in the NE 185<sup>th</sup> Street light rail station subarea. As an outcome of this planning process, the City intends to adopt the 185<sup>th</sup> Street Station Subarea Plan and the supporting Planned Action Ordinance. The City also will amend its Comprehensive Plan, zoning, and development regulations to support implementation of the Planned Action. In the coming years, the City also will need to revise its Capital Improvement Plan, Transportation Master Plan, and other plans to further support implementation. While the 185<sup>th</sup> Street Station Subarea Plan is consistent with and supports the City of Shoreline’s Vision 2029, Comprehensive Plan, Transportation Master Plan, and other adopted plans and policies, the Comprehensive Plan map and related provisions and the Shoreline Municipal Code, including zoning and development regulations, would need to be amended to support the Planned Action.

Because this FEIS involves amendments to the City’s Comprehensive Plan, zoning, and regulations, this chapter provides planning background information. Section 2.2 outlines Planned Action procedures. Section 2.3 introduces the alternatives analyzed in this FEIS. Section 2.4 describes the environmental review process, and Section 2.5 provides planning and policy background information.

Refer to Chapter 1 for a description of the subarea context including the land use and mobility study area boundaries which together constitute the subarea boundary. Chapter 1 also presents objectives for the 185<sup>th</sup> Street Station Subarea to demonstrate the purpose and need for the Planned Action.

## 2.2 Planned Action Provisions of the State Environmental Policy Act

As part of the subarea planning process, and consistent with State Environmental Policy Act (SEPA) rules, the City intends to adopt a Planned Action Ordinance to support the 185<sup>th</sup> Street Station Subarea Plan. The Planned Action Ordinance designates a geographic area and growth thresholds that would apply to future redevelopment. The Planned Action process under SEPA is intended to emphasize quality environmental review of early planning efforts and provide the opportunity for early public input to shape decisions. Because of the extent of environmental analysis in this FEIS (and the previous DEIS), future redevelopment projects would not be required to conduct additional environmental analysis, as long as they are consistent with the Planned Action Ordinance growth thresholds.

The basic steps in implementing a Planned Action and subsequent projects within the Planned Action area are as follows.

1. Prepare an environmental impact statement (EIS);
2. Designate the Planned Action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and

3. Review permit applications for future projects for consistency with the designated Planned Action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the Planned Action analysis).

This FEIS addresses step 1 identified above by analyzing the potential environmental impacts related to the alternatives and prescribing mitigation to address potential impacts. The analysis in the FEIS addresses various alternatives related to land use and zoning and the extent of growth and development that would result from implementation over the next twenty years and with full build-out.

The intent with Planned Actions is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. The Planned Action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, would not be necessary as long as each proposal or phase is consistent with the development levels specified in a Planned Action Ordinance. Although future proposals that qualify as Planned Actions would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements. If proponents choose to go through the development agreement process for density/height bonuses, their projects would be subject to a public process.

### ***Planned Action Ordinance***

The Planned Action Ordinance would encourage redevelopment and revitalization of the station subarea by streamlining the

project review process. This FEIS helps the City identify potential impacts of development and specific mitigation measures that projects in the subarea would need to provide. A Planned Action project must be consistent with the land use and zoning intensities studied in the DEIS and FEIS, or a supplemental environmental impact statement may be required of the project.

According to WAC 197-11-164, a Planned Action has the following characteristics:

- Designation as a Planned Action by ordinance;
- Significant environmental impacts addressed in an EIS;
- Prepared in conjunction with a comprehensive plan, subarea plan, master planned development, phased project, or with subsequent or implementing projects of any of these categories;
- Located within an urban growth area;
- Not an essential public facility; and
- Consistent with an adopted comprehensive plan.

WAC 197-11-168 requires that a Planned Action Ordinance include a:

- Description of the components of the Planned Action;
- Finding that the probable significant environmental impacts of the Planned Action have been identified and adequately addressed in an EIS; and the identification of mitigation measures that must be applied to a project for it to qualify as a Planned Action project.

Following the completion of the environmental impact statement process, the City intends to designate the 185<sup>th</sup> Street Station Subarea as a Planned Action by ordinance, pursuant to SEPA and implementing rules. The ordinance would identify mitigation, as described in this FEIS, which would be applicable to future Planned Action projects. Some of the mitigation measures would apply to all study area projects, while others would be applied on a case-by-case basis.

## 2.3 Introduction to the FEIS Alternatives

### 2.3.1 Overview of the FEIS Alternatives

This FEIS analyzes four alternatives:

- Alternative 4—Preferred Alternative (Action Alternative)
- Alternative 3—Previous Most Growth (Action Alternative)
- Alternative 2—Some Growth (Action Alternative)
- Alternative 1—No Action (No Action Alternative)

Under all four alternatives, it is assumed that the planned light rail station would be constructed, along with a park-and-ride structure for 500 cars, and other improvements in the vicinity of the station. However, the light rail station and park-and-ride structure are not the subject of analysis in this FEIS (or the previous DEIS), as these actions are being analyzed by Sound Transit through a separate environmental process. Sound Transit's DEIS for the Lynnwood Link system was published in July

2013, and the Lynnwood Link FEIS is scheduled to be completed in 2015.

Because Alternative 3 was identified as the “Most Growth” alternative in the DEIS, but Alternative 4—Preferred Alternative now proposes a higher level of change and growth, Alternative 3 is now called “Previous Most Growth.” Alternatives 4, 3, and 2 are known as “action alternatives” and Alternative 1 is the “no action” alternative.

If implemented, any of the three action alternatives would result in changes to the Comprehensive Plan, zoning, and development regulations. Alternative 1—No Action would retain existing Comprehensive Plan and zoning designations, but is inconsistent with and does not support existing adopted policies at the local, regional, state, and federal levels. For example, Alternative 1—No Action does not align with the City's adopted Comprehensive Plan and other adopted plans that call for more intensive use around future light rail stations. This is more fully described in Section 3.1 of this FEIS.

### ***Development of Action Alternatives Shaped by Community Design Workshops***

Public input received at community design workshops helped guide the development of alternatives analyzed in the DEIS and FEIS. As a result of multiple workshop sessions with the public and stakeholder groups, proposed redevelopment in the action alternatives was focused along the N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor. All three action alternatives are framed around this corridor, but each propose varying levels of long term growth and change in the subarea, with Alternative 4

proposing the greatest level of change and intensity of redevelopment at full build-out. For more information about the public and stakeholder involvement process, refer to Chapter 1 of the FEIS.

### ***New Alternative Analyzed—Alternative 4—Preferred Alternative***

The FEIS analyzes a new alternative, Alternative 4—Preferred Alternative, which was created by the Planning Commission and City Council based on input received on the alternatives analyzed in the DEIS and additional considerations, including Planning Commission recommendations and subsequent City Council decision to increase the capacity and flexibility for growth in the subarea. The FEIS analyzes various impacts related to implementing Alternative 4, and retains the impact analysis completed for other alternatives for comparative reference.

Additional information about the creation of Alternative 4—Preferred Alternative is available in the City Council packets and meeting minutes for August 11, 2014 and August 25, 2014, available at:

<http://www.cityofshoreline.com/government/shoreline-city-council/past-meeting-documents>.

Discussions around increasing development capacity under Alternative 4 focused on the opportunity to maximize flexibility for redevelopment in the subarea. This alternative also would provide the most capacity to meet Shoreline’s overall housing growth targets over the long term and in the coming decades. Alternative 4 would facilitate a greater level of redevelopment, consistent with local and regional plans and policies for high-capacity transit station subareas, with a diversity of housing

choices to fit varying income levels and household sizes. Under Alternative 4, changes to land use patterns would occur more broadly than under Alternative 3 or Alternative 2. Along with the broader extent of redevelopment under Alternative 4, a broader extent of improvements would be expected to occur over time in the subarea than under the other action alternatives.

### ***Estimated Pace of Growth***

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline’s neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21<sup>st</sup> largest city in the US. Seattle’s growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405. From July 1, 2012 to July 1, 2013, the Seattle-Tacoma-Bellevue metropolitan area ranked tenth in numerical population growth of metropolitan areas of the US, adding 57,514 people. According to Puget Sound Regional Council’s 2040 Transportation Plan, our region will add 1.4 million people and 1.1 million jobs by 2040.

Washington State’s overall population is currently 6,951,785 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040 according to the Washington State Office of Financial Management.

In looking at growth rates of regional cities, most communities in the Puget Sound region have grown at various rates, between less than 1 percent, to about 3 percent annually between 2010 and 2013.

In a review of other transit-oriented districts around light rail and high-capacity transit in the US, growth rates have varied greatly. Average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.

While Shoreline's population was stable with little growth up to 2010, the population of the community is expected to continue to grow as more housing and employment opportunities are developed. Seattle and other regional cities also are forecasted to continue to grow over the next couple of decades.

The growth potential for the 185<sup>th</sup> Street Station Subarea is high; however, it is moderated by potential challenges related to redevelopment, such as the need to aggregate parcels to create sites large enough for mixed use and multifamily housing, as discussed in Section 3.1 of this FEIS. Uncertainty about the market and property owners' interests in redeveloping or selling their properties also moderates the forecast for growth.

***With all of these considerations, the anticipated average annual growth forecasted for the subarea is around 1.5 percent to 2.5 percent. This is the assumed growth rate for purposes of subarea planning and environmental analysis. However, growth would not be expected to occur at an even pace annually and presumably may be higher than the 1.5 to 2.5 percent average some years and lower other years.***

### ***The Potential for Phased Zoning with Alternative 4—Preferred Alternative***

Over the next twenty years and beyond, it would be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about

when market forces are likely to support redevelopment of different areas. As such, the FEIS addresses the potential for phased zoning, identifying an area within the proposed zoning under Alternative 4 that could be rezoned immediately with the adoption of the subarea plan.

Discussions in the September 29, 2014 joint meeting examined potential benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades. As such, the City Council decided to study the potential of phasing zoning over time. On October 2, 2014, the Planning Commission refined boundaries of a potential Phase 1 zoning area. For more information about potential Phase 1 zoning and a map of the boundary for Phase 1 under consideration, refer to Section 3.1 of this FEIS, and see Figure 3.1-5 for a map of the Phase 1 zoning area.

If adopted, Alternative 4—Preferred Alternative would serve as a long term master plan for the subarea and provide the most capacity to achieve the desired vision for the station subarea. The City of Shoreline is considering adopting this proposed zoning in phases. The Phase 1 zoning area, if adopted along with the build-out zoning plan, would serve as a tool for focusing growth around the proposed light rail station and along the N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor.

The proposed Phase 1 zoning area balances concerns related to providing an adequate level of housing choices and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years, which might result in over-valuing property, speculative buying, uncertainty about the future resulting in potential decisions to defer maintenance, and

other effects. By focusing initial development closer to the station and 185<sup>th</sup> Street corridor through Phase 1 zoning, capital improvements needed to support initial growth could be prioritized for implementation.

Rezoning in a phased manner would provide a better opportunity to monitor the development market and redevelopment results, and to determine where regulations and incentives are creating the kind of community envisioned through the subarea planning process. The City would monitor redevelopment activity and determine the need for amendments to regulations and/or additional mitigation actions that might be needed to accommodate the next phase of zoning.

The rezoning of the remaining portion of subarea shown under Alternative 4—Preferred Alternative would be “unlocked” at a future date, such as ten years after the light rail system begins operating in 2023 (so 2033). This approach requires that redevelopment under the new zoning categories within the next twenty years be located within the proposed Phase 1 boundary.

***Decision-makers are interested in hearing from residents regarding their preference about whether or not to phase adoption of zoning.***

***The First Twenty Years of Implementation Compared to Build-Out***

The first twenty years of implementation among any of the action alternatives would create a similar level of change in the subarea, because all alternatives would be expected to grow and change at the same pace (1.5 percent to 2.5 percent). Each of the three action alternatives would reach build-out of proposed zoning at

different timeframes since varying levels of zoning change would occur under each (with the least amount of change under Alternative 2—Some Growth and the most amount of change under Alternative 4—Preferred Alternative).

Because the expected pace of growth would be the same for all action alternatives in the next twenty years, potential impacts and associated mitigation measures related to implementation would be similar as well. The similarity in anticipated impacts and recommended mitigation is presented in the summary charts in Chapter 1 and described in detail in Chapter 3 of this FEIS.

Long term impacts under each alternative would vary because of the extent of rezoning proposed. At full build-out Alternative 4—Preferred Alternative would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to support the proposed growth (higher and covering a greater geographic extent than under the other action alternatives, Alternative 3—Previous Most Growth and Alternative 2—Some Growth).

***Build-Out Timeframes***

Anticipated build-out timeframes have been estimated for the action alternatives and are shown in **Table 2-1**.

**Table 2-1**  
**Estimated Build-Out Timeframes for Action Alternatives**

<b>Alternative 4— Preferred Alternative</b>	<b>Alternative 3— Previous Most Growth</b>	<b>Alternative 2— Some Growth</b>
80 to 125 years by 2095 to 2140	60 to 100 years by 2075 to 2115	30 to 50 years by 2045 to 2065



### ***Planning Horizon Year 2035 and Capital Improvements to Support the First Twenty Years of Implementation***

While the proposed zoning scenarios under the action alternatives represent a long term vision for the subarea, the subarea plan and related capital improvement recommendations focus on the next twenty years of implementation, consistent with Washington State Growth Management Act (GMA) provisions. As such, the planning horizon year referenced consistently throughout the DEIS and FEIS is **2035**. Since the potential impacts under any of the alternatives over the first twenty years would be similar, capital improvement recommendations are generally consistent across all alternatives for the twenty-year planning horizon. The 185<sup>th</sup> Street Station Subarea Plan includes a list of specific capital improvement projects needed to support the first twenty years of implementation.

### ***Current and Forecasted Population, Household, and Employment Levels***

**Table 2-2** shows current estimated population, household, and employment levels within the subarea. **Table 2-3** shows estimated twenty-year and build-out population, household, and employment projections for the alternatives. **Table 2-4** shows the projected net increases in population, household, and employment levels over current levels.

### ***Market Trends and Demand for Housing and Mixed Use***

The Market Assessment prepared by BAE Urban Economics for the 185<sup>th</sup> Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The assessment identified a potential demand for up to 700 residential units in the subarea through 2035, representing approximately 15 percent of new residential growth projected by the Puget Sound Regional Council for all of Shoreline. Additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, what happens at the Shoreline Center site, and other factors. Certainly, the demand for housing will continue beyond twenty years, and may grow higher depending on these factors.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. The retiring Baby Boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles. While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact,

mixed use qualities may be most desirable. In a recent national survey “America in 2013: Key Findings on Housing, Community, Transportation, and the Generations” ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

For more information on market analysis and trends, refer to the report prepared by BAE Urban Economics, available at: <http://www.cityofshoreline.com/Home/ShowDocument?id=15704> as well as the analysis prepared by Leland Consulting Group for the 145<sup>th</sup> Street Station Subarea, available at: <http://www.cityofshoreline.com/home/showdocument?id=17855>.

### ***Anticipated Growth and Change under Alternative 1—No Action***

The environmental analysis in the DEIS and FEIS assumes population growth for Alternative 1—No Action consistent with the City’s Transportation Master Plan dispersed growth scenario through 2030, adding .05 percent growth through the planning horizon year of 2035. By 2035, the estimated population for the subarea under Alternative 1—No Action would be 8,734 people, compared to the current population of 7,944, adding 790 people over the next twenty years.

As analyzed in Section 3.1 of this FEIS, ***“No Action” does not translate to “No Change” in the subarea.*** With the implementation of light rail, there would be greater demand for

land uses in proximity to the station, particularly for housing. The current zoning for much of the subarea is R-6 (with the exception of the North City district on the east side of the subarea, which has a mix of commercial and multifamily uses, and the Town Center area near Aurora Avenue on the west side of the subarea, which has a mix of commercial and employment uses). The R-6 zoning allows six units per acre. The average number of units per acre currently in the subarea is 2.7. As such, a substantial number of new housing units (more than double the current number) could be constructed over time in the subarea under the current zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The current maximum height for buildings in the R-6 zone is 35 feet. The R-6 designation comprises the vast majority of the subarea under current zoning.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents will likely make substantial renovations to their homes or demolish existing homes to build new ones in the coming years. Based on this trend and the anticipated demand for more housing that will occur with light rail, as homesites are redeveloped in the subarea in the future (under Alternative 1—No Action), the community could expect to see either larger and taller single family homes or combinations of various types of attached multiple-unit single family buildings and accessory dwelling units. Any of the residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last

twenty years, which has changed the character of single family neighborhoods. This type of redevelopment also tends to significantly raise property values.

It is also important to note that redevelopment under Alternative 1—No Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under the No Action Alternative would provide fewer opportunities for new housing and new redevelopment improvements to streets and public spaces than proposed under Alternative 4, 3 or 2. Increased housing choice and affordability will be needed to serve the growing demand in the community over the long term. Under Alternative 1, there would be substantially less types of housing to fit diverse income levels, as well as less mixed use/neighborhood commercial and related employment opportunities. Population, housing, and employment projections are depicted on the following pages.

### 2.3.2 Comparison of Land Uses under the Alternatives

Land use, zoning, urban form, and comprehensive plan comparisons of the alternatives are briefly summarized below. For more information, refer to Section 3.1 of this FEIS.

#### ***Land Use, Zoning, and Urban Form***

Land use concepts under the action alternatives propose framing a mix of higher intensity land uses between Shoreline Town Center (along Aurora Avenue N) and North City along the key

connecting corridor of N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street.

Under the action alternatives (Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, and Alternative 2—Some Growth), key sites such as the Shoreline Center and other sites in the vicinity of the light rail station would be zoned to encourage transit-oriented development consisting of a mix of residential, retail/commercial, office, and public uses. These proposed changes would also broaden the types of housing choices available to fit a variety of income levels, including affordable housing. These changes are most substantial under Alternatives 4 and 3 than under Alternative 2. Alternative 1—No Action would not result in changes to the existing land uses in the subarea.

Alternative 4 would provide the most housing opportunities. Alternative 3 would provide the most employment/commercial opportunities (with a greater intensity of commercial/office uses assumed for the Shoreline Center site under Alternative 3 than Alternative 4).

Under Alternative 1—No Action, existing single family land uses zoned primarily R-6 (residential, 6 units per acre) would remain. Residents would be allowed to develop accessory dwelling units and attached single family units (such as duplexes), which may increase density in the subarea from the current overall average of 2.7 units per acre to closer to the 6 units per acre that is allowed by the current R-6 zoning. However, these density levels are not optimal for supporting high-capacity transit or the range of housing choices and affordability levels desired for the subarea.

**Table 2-2 Current (2014) Population, Households, and Employment Estimates for the Subarea**

<b>Estimated Totals for Subarea Based on Available GIS Data, 2014</b> Land use concepts under the action alternatives propose framing a mix of higher intensity land uses between Shoreline Town Center (along Aurora Avenue N) and North City along the key connecting corridor of N-NE 185 <sup>th</sup> Street/10 <sup>th</sup> Avenue NE/NE 180 <sup>th</sup> Street.	
<b>Population</b>	7,944
<b>Households</b>	3,310
<b>Employees</b>	1,448

*Note: the current estimated population of the City of Shoreline is 54,790.*

**Table 2-3 Estimated Twenty-Year and Build-Out Population, Households, and Employment Projections**

	<b>Alternative 4— Preferred Alternative</b>	<b>Phase 1 Zoning Area of Alternative 4</b>	<b>Alternative 3— Previous Most Growth</b>	<b>Alternative 2— Some Growth</b>	<b>Alternative 1— No Action</b>
<b>2035 Population*</b>	10,860 to 13,343	10,860 to 13,343	10,860 to 13,343	10,860 to 13,343	8,734
<b>2035 Households*</b>	4,450 to 5,500	4,450 to 5,500	4,450 to 5,500	4,450 to 5,500	3,639
<b>2035 Employees*</b>	1,950 to 2,370	1,950 to 2,370	1,950 to 2,370	1,950 to 2,370	1,736
<b>Build-Out Population</b>	56,529	41,719	37,315	17,510	**
<b>Build-Out Households</b>	23,554	17,383	15,548	7,296	**
<b>Build-Out Employees</b>	15,340	10,227	27,050	9,750	**
<b>Build-Out Years</b>	80 to 125 years by 2095 to 2140		60 to 100 years by 2075 to 2115	30 to 50 years by 2045 to 2065	**

\* Projections assume an average annual growth rate of 1.5 percent to 2.5 percent for the action alternatives after rezoning is adopted.

\*\* For Alternative 1—No Action, only projections through the twenty-year horizon of 2035 were analyzed. Build-Out was not analyzed because the timeframe is for this is unknown and difficult to approximate.

**Table 2-4 Projected Net Increases in Population, Housing, and Employment over Current (2014) Levels**

	<b>Alternative 4— Preferred Alternative</b>	<b>Phase 1 Zoning Area of Alternative 4</b>	<b>Alternative 3— Previous Most Growth</b>	<b>Alternative 2— Some Growth</b>	<b>Alternative 1— No Action</b>
<b>2035 Population</b>	+2,916 to +5,399	+2,916 to +5,399	+2,916 to +5,399	+2,916 to +5,399	+790
<b>2035 Households</b>	+1,140 to +2,190	+1,140 to +2,190	+1,140 to +2,190	+1,140 to +2,190	+328
<b>2035 Employees</b>	+502 to +928	+502 to +928	+502 to +928	+502 to +928	+288
<b>Build-Out Population</b>	+48,585	+33,775	+29,371	+9,566	
<b>Build-Out Households</b>	+20,244	+14,073	+12,238	+3,986	
<b>Build-Out Employees</b>	+13,892	+8,779	+26,602	+8,302	

*The increase in the number of households projected for the next twenty years would be 1,140 at 1.5 percent growth and 2,190 at 2.5 percent growth under all action alternatives. Although the market assessment projected a demand for 700 households through 2035, that was a conservative estimate assuming the subarea would absorb approximately 15 percent of the forecasted housing growth for all of Shoreline by 2035. If the subarea supported 25 percent of the city’s forecasted housing growth, the projection would be 1,164 additional units. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.*

Under Alternative 4, more of the zoning category Mixed Use Residential at the 85-foot height level (MUR-85’) is assumed than under the other action alternatives. This new zoning category would allow various types of mixed use and transit-oriented development with housing over active uses at the ground floor level. The MUR-85’ zone also would be applied to portions of the subarea under Alternative 3—Previous Most Growth. Zoning categories of MUR-35’ (35-foot building heights) and MUR-45’ (45-foot building heights) also are applied under all three action alternatives. Refer to Chapter 3.1.2 for a description of the Mixed

Use Residential designations and Figures 3.1-4 through 3.1-8 for maps of alternative zoning scenarios applying these designations.

The MUR zoning encourages mixed use buildings that have active ground floors with retail and other uses to promote pedestrian traffic and sustain street level interest. Where the MUR zones are located along the N-NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor, and other key streets near the transit station (portions of 5<sup>th</sup> Avenue NE, 8<sup>th</sup> Avenue NE, and 1<sup>st</sup> Avenue NE), active ground floor uses would be encouraged to support a

pedestrian-friendly neighborhood. The uses in these buildings above the ground floor level would be predominantly residential, but in some locations also could be office/employment. MUR zoning optimizes Transit-Oriented Development (TOD) potential and is consistent with building code requirements and common construction approaches in TOD throughout the region and the US.

Given that there are sometimes challenges in leasing out active ground floor spaces before residential uses have fully built-out in some transit-oriented districts, the City would allow developers flexibility to lease ground floor for other purposes than active retail, including residential use, as long as the ground level is built to commercial standards that will allow active use in the long-term.

To support creating a more vibrant, pedestrian-friendly neighborhood with local services and retail opportunities as the subarea transitions over time, the City is also evaluating how updates in regulations can support more conversion of single family homes to professional office uses and neighborhood supporting businesses such as small shops and cafes, hair salons and barber shops, art studios, and other uses.

Under Alternatives 4 and 3, the proposed MUR-85' zoning of the Shoreline Center site and other surrounding areas locates the most intensive zoning nearest to the station. Under Alternative 4, it is assumed that development agreements may be authorized over about 25 percent of the MUR-85'-zoned area, which could result in building heights greater than 85 feet (up to a maximum of 140 feet). Whereas under Alternative 3, it was previously assumed in the DEIS that development agreements that would

allow increases in building height to maximum of 140 feet would only be applied at the Shoreline Center site. Based on public input, it was determined that this potential should be allowed more broadly in the subarea, to all areas zoned MUR-85'.

A new zoning designation was previously introduced in the DEIS under Alternative 3, Master Use Permit (MUP). Redevelopment projects within this zone would be approved through a master planning process that allows flexibility in applying development standards and regulations. The previous MUP designation is replaced by the MUR-85' designation in this FEIS and the new proposed provisions in the Development Code for development agreements. (Refer to Section 3.1 of the FEIS for more detailed descriptions of the proposed MUR zoning categories.)

Through a development agreement under Alternative 4 or under Alternative 3 in the MUR-85' zone, the Shoreline Center site (and other sites under Alternative 4) could be developed with buildings to a height of 140 feet. However, the FEIS assumes that this would happen to a lesser extent on the Shoreline Center site under Alternative 4 than under Alternative 3. Alternative 4 assumes that the same amount of land area may have higher buildings, but that this could occur in any of the MUR-85' zoned areas, not just at the Shoreline Center site. Although the Shoreline School District has no current plans for redeveloping the site, the zoning would provide the flexibility to convert the site to higher density use at some point in the future.

Under Alternative 2, the Shoreline Center site and other sites near the proposed transit station would be zoned Community Business (CB), which allows a maximum building height of 60 feet. The CB zone would facilitate development of an active ground

floor with retail and commercial uses and up to five levels above, a common approach to TOD in station areas.

In addition to the zones described above, other portions of the subarea would be upzoned under the three action alternatives. In areas that are currently zoned R-6 (single family residential, six units per acre), MUR-35' (based on R-18 and R-24 zoning) and MUR-45' (based on R-48 zoning) would be applied to various portions of the subarea. This would occur most broadly under Alternative 4. TC (Town Center) zoning would remain near the Aurora Avenue N corridor, consistent with the Town Center Subarea Plan.

There are several places of the subarea where the existing zoning (primarily R-6, with some R-8, R-12, R-18 and NB—Neighborhood Business) would remain in place under the action alternatives. Under Alternative 2, more areas would remain in existing zoning than under Alternatives 4 or 3. The R-48, R-24, R-18, NB, CB, and TC zones are existing designations in the Development Code. In summary, the maximum building heights under existing and proposed zones in the subarea would be:

- MUR-85' 85 feet\*
- MUR-45' 45 feet
- MUR-35' 35 feet
- CB 60 feet
- TC 35 feet to 70 feet

\*With development agreements MUR-85'-zoned areas can apply for additional density and height up to 140 feet with provision of community amenities such as affordable housing, parks/open space, green building, structured

parking, and other elements. The FEIS assumes this would be approximately 25 percent of the MUR-85' zoning in the subarea.

In areas where existing zoning is retained:

- R-6 35 feet
- R-8 35 feet
- R-12 35 feet
- R-18 40 feet
- R-12 40 feet
- NB 50 feet
- CB 60 feet
- TC 35 feet to 70 feet

Refer to more description of existing zoning designations in the subarea later in this chapter of the FEIS.

### 2.3.3 Growth Forecasting and Planning Using Traffic Analysis Zones

Growth forecasts and targets for Shoreline and the subarea are discussed in Chapter 3, Section 3.2 Population, Housing, and Employment. While the subarea plan is focused on the study areas shown in **Figure 1-1** in Chapter 1 of the FEIS, for purposes of population and employment projection calculations, the limits of Traffic Analysis Zones (TAZ) boundaries are assumed as the study area. TAZs are commonly used for analyzing population and demographics regionally in planning because the TAZ boundaries correlate to census tract boundaries. In some cases, the TAZ boundaries extend beyond the land use and mobility study area boundaries designated for the subarea. TAZ boundaries in

proximity to the subarea are depicted in **Figure 2-1** in this chapter of the FEIS.

It is anticipated that future growth under each alternative would likely occur first on larger sites in the subarea that could be readily available for redevelopment based on property owners' interest in selling. Since most of the parcel sizes in the subarea are single family lots, multiple property owners would need to coordinate to aggregate their properties into larger parcels for redevelopment. This would take time, and as such it is anticipated that the projected growth would happen very gradually, over decades.

In order to align the Planned Action with a twenty-year planning horizon (to the year 2035) common for comprehensive planning and subarea planning, twenty-year growth targets have been set for the Preferred Alternative, and a list of capital improvement projects have been identified to support that level of growth in the subarea. ***If growth trends indicate that the twenty-year growth target will be exceeded and/or capital improvement projects do not keep pace with expected growth, the City would revisit the subarea plan through its typical long range planning efforts (comprehensive planning). This process may require development of a supplemental environmental impact statement to support projected growth changes in the subarea or other modifications to ensure growth is managed in accordance with the GMA.***

### 2.3.4 Potential Future Alternatives

The City Council considered public comments on the DEIS as well as Planning Commission's recommendations and identified Alternative 4—Preferred Alternative for analysis in this FEIS. As

stated above, the City intends to monitor growth and change in the subarea in the coming years, and at some point may decide to revisit the subarea plan to make amendments in line with future conditions. This may involve adjustment of the proposed plan within the range of alternatives studied in the DEIS and FEIS. If the City decided to pursue a new alternative in the future, this may or may not require supplemental environmental analysis (Supplemental EIS) to support its adoption.

## 2.4 Environmental Review

### 2.4.1 Purpose

The purpose of environmental review is to provide decision makers and citizens with information about the potential environmental consequences of proposed actions, such as plans, policies, regulations, and permits. SEPA requires that governments consider environmental effects of proposals before taking an action. An EIS provides the greatest amount of information about potential environmental impacts and offers mitigation measures to reduce these impacts.

Supplemental environmental analysis could be required in the future if proposed redevelopment projects are inconsistent with the thresholds and analysis in the DEIS and FEIS and Planned Action Ordinance. Supplemental analysis also may be required if the City decides to amend zoning in the future in a manner substantially different from that analyzed in the DEIS and FEIS documents.

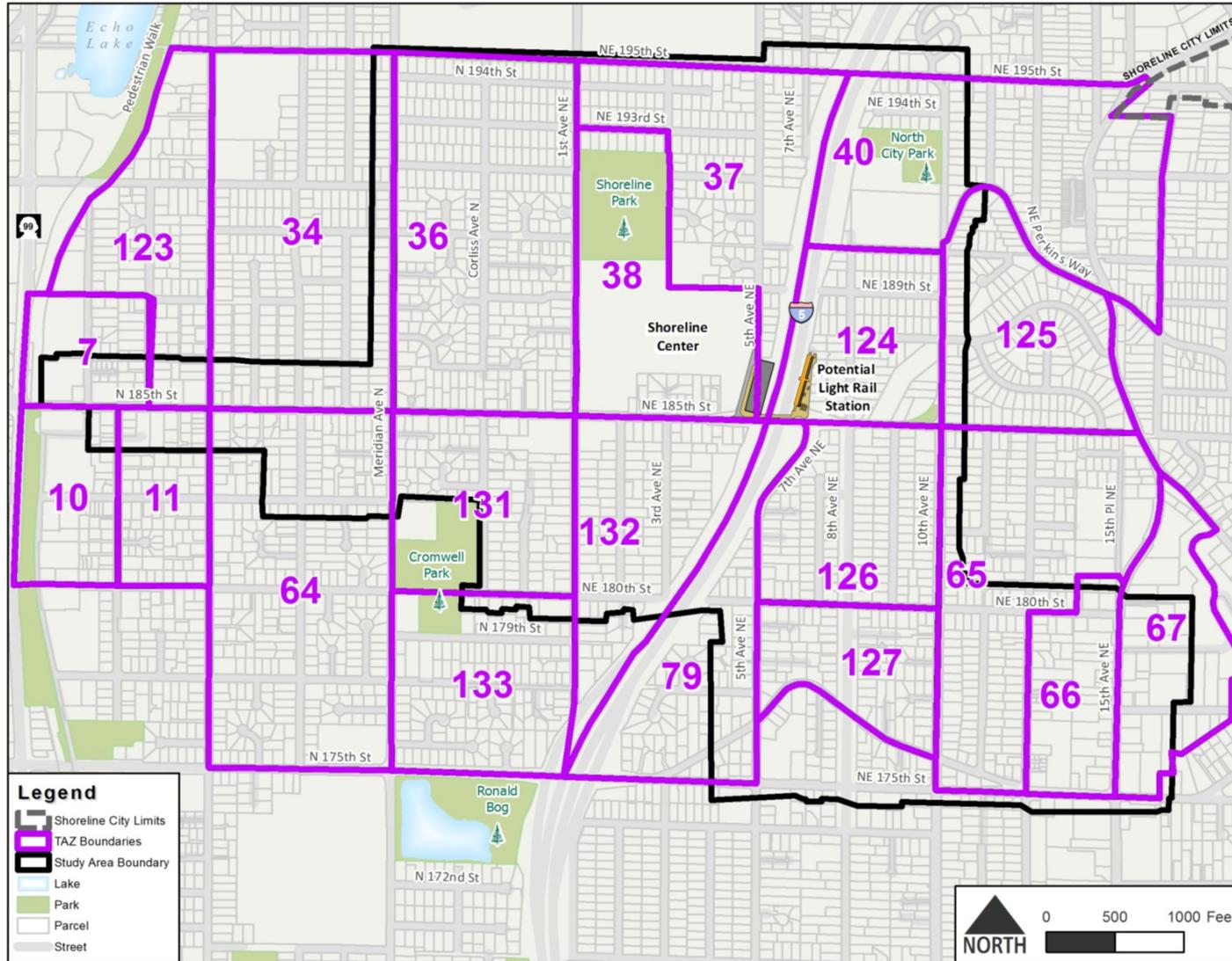


Figure 2.1 Traffic Analysis Zones in the Vicinity of the Subarea (Purple Boundary Lines) and Land Use Study Area (Black)

## 2.4.2 Prior Environmental Review

Prior environmental review was conducted in the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *Lynnwood Link Extension Draft Environmental Impact Statement* by Sound Transit, July 2013
- *City of Shoreline Comprehensive Plan* update, adopted by Ordinance 649 on December 10, 2012
- *City of Shoreline Town Center Subarea Plan*, adopted by City Council, July 25, 2011
- *North City Sub-Area Plan*, City of Shoreline, Washington, adopted as a Comprehensive Plan Amendment, July 2001

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this FEIS.

## 2.4.3 Current Environmental Review

Pursuant to SEPA Rules (WAC 197-11-408 through 410), the City issued a Determination of Significance and Scoping Notice (see Appendix), on January 16, 2014. Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions.

Consistent with City noticing requirements, the notice was published in the City's newspaper of record and mailed to property owners inside the study area and within 300 feet beyond, representing approximately 2,500 addresses. It was also sent to federal and state agencies to which the City sends SEPA notices and determinations. As a courtesy, it was posted on the City's website.

As described in the Scoping Notice, the following topics are addressed in Chapter 3 of this FEIS:

- Land Use Patterns/Plans and Policies
- Housing
- Transportation
- Parks and Recreation (now Public Services)
- Utilities

Based on the public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the DEIS (and also are analyzed in this FEIS). Surface water runoff and management and water quality also were added as part of the Utilities section, along with habitat and vegetation considerations (as part of the Parks, Recreation, and Open Space subsection of the Public Services section).

## 2.5 Planning and Policy Background

Background planning regulations and provisions are summarized below, including the Washington State Growth Management Act, Puget Sound Region Vision 2040 and the Growing Transit

Communities Partnership, Countywide Planning Policies, and the City of Shoreline Vision 2029, Comprehensive Plan, and other relevant City planning policies and development regulations.

### 2.5.1 Federal Partnership for Sustainable Communities

In 2009, the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) formed an interagency partnership to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses. Each agency is working to incorporate the principles into its funding programs, policies, and future legislative proposals, and consequently, each agency now has adopted policies to support sustainable community development.

This Partnership for Sustainable Communities marked a fundamental shift in the way the federal government structures its transportation, housing, and environmental spending, policies, and programs. The three agencies agreed to collaborate to help communities become economically strong and environmentally sustainable. The Partnership recognizes that rebuilding national prosperity today and for the long run starts with individual communities where—now and generations from now—all Americans can find good jobs, good homes, and a good life.

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and

#### Partnership for Sustainable Communities Guiding Livability Principles

- ❖ **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- ❖ **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- ❖ **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- ❖ **Support existing communities.** Target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- ❖ **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy
- ❖ **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

community objectives with each dollar spent. For example, investing in public transit can lower household transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles shown in the box on the previous page.

### 2.5.2 Washington State Growth Management Act

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline is required to plan in accordance with GMA. Comprehensive plans for cities planning under GMA must include the following elements: land use (including a future land use map), housing, transportation, public facilities, parks and recreation, economic development, and utilities. Additional elements such as subarea plans may be added at the option of the local jurisdiction. A GMA comprehensive plan must provide for adequate capacity to accommodate the city's share of projected regional growth. It must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

The GMA established fourteen statutory goals that guide the development of comprehensive plans, and for a plan to be valid, it must be consistent with these:

1. Guide urban growth to areas where urban services can be adequately provided;

2. Reduce urban sprawl;
3. Encourage efficient multimodal transportation systems;
4. Encourage the availability of affordable housing to all economic segments of the population;
5. Encourage economic development throughout the state;
6. Assure private property is not taken for public use without just compensation;
7. Encourage predictable and timely permit processing;
8. Maintain and enhance natural resource-based industries;
9. Encourage retention of open space and development of recreational opportunities;
10. Protect the environment and enhance the state's quality of life;
11. Encourage the participation of citizens in the planning process;
12. Ensure adequate public facilities and services necessary to support development;
13. Identify and preserve lands and sites of historic and archaeological significance; and
14. Manage shorelines of statewide significance.

### 2.5.3 Puget Sound Region Vision 2040 and Growing Transit Communities Partnership

The proposed 185<sup>th</sup> Street Station Subarea Plan is consistent with the regional long-range plan, Vision 2040, as well as land use and

transportation planning initiatives to support the region's investment in high-capacity transit, as described further below.

### ***Vision 2040***

Vision 2040 is an integrated, long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

The following overarching goals provide the framework for each of the six major policy sections of VISION 2040.

- **Environment**—The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.
- **Development Patterns**—The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.

- **Housing**—The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.
- **Economy**—The region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
- **Transportation**—The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.
- **Public Services**—The region will support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Vision 2040 includes multi-county policies to support each of these major policy sections. These policies serve as foundational guidance for countywide planning policies in King County and also for comprehensive planning and subarea planning in Shoreline.

### ***Growing Transit Communities Partnership***

In recognition of the \$25 billion investment the central Puget Sound region is making a voter approved regional rapid transit, the Growing Transit Communities Partnership is designed to help

make the most of this investment by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The Partnership developed a comprehensive set of Corridor Action Strategies, as well as other tools to support development of jobs and housing in areas associated with transit investments. For more information visit: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>

The Partnership also worked with the Center for Transit-Oriented Development to create a People + Place Typology for the region's 74 high-capacity transit station areas. The 185<sup>th</sup> Street station area in Shoreline was designated with the typology, "Build Urban Places," characterized as follows:

*"Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the middle sections of the North and South corridors respectively. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD."*

Key strategies for the "Build Urban Places" typology include:

- Intensify activity with transformative plans for infill and redevelopment.

- Identify and fund catalytic capital facilities investments.
- Provide a full range of tools for new affordable housing production.
- Conduct a community needs assessment and make targeted investments.

The 185<sup>th</sup> Street Station Subarea Plan is carrying these strategies forward.

## 2.5.4 Countywide Planning Policies

As part of the comprehensive planning process, King County and its cities have developed countywide planning policies. These policies were designed to help the 39 cities and the County address growth management in a coordinated manner. The policies were adopted by King County Council, and subsequently ratified by cities, including the City of Shoreline, in 2013.

Taken together the countywide planning policies address issues related to growth, economics, land use, and the environment. Specific objectives include:

- Implementation of Urban Growth Areas;
- Promotion of contiguous and orderly development;
- Siting of public capital facilities;
- Creating affordable housing plans and criteria; and
- Ensuring favorable employment and economic conditions in the County.

The countywide planning policies also set growth targets for cities. Refer to Section 3.2 for the growth targets established for Shoreline. As a precursor to the countywide planning policies, the vision and framework for King County 2030 call for *vibrant, diverse and compact urban communities, stating that:*

*“Within the Urban Growth Area little undeveloped land now exists and urban infrastructure has been extended to fully serve the entire Urban Growth Area. Development activity is focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs.”*

Other provisions and policies relevant to the station subarea plan include the following.

### **Environment**

**EN-2** Encourage low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

**EN-16** Plan for land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions, including:

- Maintaining or exceeding existing standards for carbon monoxide, ozone, and particulates;
- Directing growth to Urban Centers and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel and reduce trip lengths;

- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, and carpooling;
- Incorporating energy-saving strategies in infrastructure planning and design;
- Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques; and
- Increasing the use of low emission vehicles, such as efficient electric-powered vehicles.

**EN-19** Promote energy efficiency, conservation methods and sustainable energy sources to support climate change reduction goals.

**EN-20** Plan and implement land use, transportation, and building practices that will greatly reduce consumption of fossil fuels.

### **Development Patterns**

**DP-2** Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.

- DP-3** Efficiently develop and use residential, commercial, and manufacturing land in the Urban Growth Area to create healthy and vibrant urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:
- Directing concentrations of housing and employment growth to designated centers;
  - Encouraging compact development with a mix of compatible residential, commercial, and community activities;
  - Maximizing the use of the existing capacity for housing and employment; and
  - Coordinating plans for land use, transportation, capital facilities and services.
- DP-4** Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth within countywide designated Urban Centers and locally designated local centers. Focus employment growth within countywide designated Urban and Manufacturing/Industrial Centers and within locally designated local centers.
- DP-5** Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit, and other alternatives to auto travel.
- DP-6** Plan for development patterns that promote public health by providing all residents with opportunities for safe and convenient daily physical activity, social connectivity, and protection from exposure to harmful substances and environments.
- DP-7** Plan for development patterns that promote safe and healthy routes to and from public schools.
- DP-13** All jurisdictions shall plan to accommodate housing and employment targets.
- DP-39** Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that, where appropriate based on local plans, enhance the existing community character and mix of uses.
- DP-40** Promote a high quality of design and site planning in publicly-funded and private development throughout the Urban Growth Area.
- DP-42** Design new development to create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate altering pollution and increase resilience of communities to climate change impacts.
- DP-43** Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in Urban Centers.

**DP-44** Adopt design standards or guidelines that foster infill development that is compatible with the existing or desired urban character.

### ***Housing***

**H-1** Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:

- 50-80 percent of AMI (moderate) 16 percent of total housing supply
- 30-50 percent of AMI (low) 12 percent of total housing supply
- 30 percent and below AMI (very-low) 12 percent of total housing supply

**H-2** Address the need for housing affordable to households at less than 30 percent AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies and collaborative actions by all jurisdictions working individually and collectively.

**H-4** Provide zoning capacity within each jurisdiction in the Urban Growth Area for a range of housing types and densities, sufficient to accommodate each jurisdiction's overall housing targets and, where applicable, housing growth targets in designated Urban Centers.

**H-9** Plan for housing that is accessible to major employment centers and affordable to the workforce in them so people of all incomes can live near or within reasonable commuting distance of their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.

**H-10** Promote housing affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

**H-12** Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating and by reducing exposure to harmful environments.

**H-13** Promote fair housing and plan for communities that include residents with a range of abilities, ages, races, incomes, and other diverse characteristics of the population of the county.

### ***Economy***

**EC-2** Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies.

**EC-5** Help businesses thrive through:

- Transparency, efficiency, and predictability of local regulations and policies;
- Communication and partnerships between businesses, government, schools, and research institutions; and
- Government contracts with local businesses.

**EC-7** Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.

**EC-9** Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

**EC-12** Celebrate the cultural diversity of local communities as a means to enhance the county's global relationships.

**EC-13** Address the historic disparity in income and employment opportunities for economically disadvantaged populations, including minorities and women, by committing resources to human services; community development; housing; economic development; and public infrastructure.

**EC-15** Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.

**EC-16** Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.

### ***Transportation***

**T-3** Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

**T-4** Develop station area plans for high-capacity transit stations and transit hubs. Plans should reflect the unique characteristics and local vision for each station area including transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages, and place-making elements.

**T-6** Foster transit ridership by designing transit facilities and services as well as non-motorized infrastructure so that they are integrated with public spaces and private developments to create an inviting public realm.

**T-12** Address the needs of non-driving populations in the development and management of local and regional transportation systems.

- T-15** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.
- T-19** Design roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- T-20** Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.
- T-21** Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.
- T-22** Plan and develop a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.
- T-23** Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy-efficiency, and reduce the need for new infrastructure.

### ***Public Facilities and Services***

Policies under Public Facilities and Services emphasize the Growth Management Act's requirement that jurisdictions determine which facilities are necessary to serve the desired growth pattern and how they will be financed, in order to ensure timely provision of adequate services and facilities. This is a focus of the station subarea plan, supported by the analysis in this FEIS. The Public Facilities and Services section also encourages:

- Collaboration among jurisdictions;
- Conservation and efficient use of water resources;
- Provision of public sanitary sewer service or alternative high performance technologies (such as reusable waste water systems);
- Reduction of the solid waste stream, and reuse and recycling;
- Reduced energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies and the use of renewable and alternative energy resources to help meet the County's long-term energy needs;
- Provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision; and
- Provision of human and community services to meet the needs of current and future residents in King County communities through coordinated planning, funding, and

delivery of services by the county, cities, and other agencies.

### 2.5.5 City of Shoreline Vision 2029

In fall 2008, the City of Shoreline began working with the community to create a vision for the next twenty years to help maintain Shoreline's quality of life. The process engaged hundreds of citizens and stakeholders through a series of "Community Conversations" hosted by neighborhood associations and community groups, as well as Town Hall meetings hosted by the City Council. The process generated over 2,500 comments, which the Planning Commission synthesized into a vision statement and eighteen framework goals for the city. These were subsequently adopted by the City Council in May 2009. The vision and framework goals are presented below.

#### *Vision 2029*

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here. There always seems to be plenty to do in Shoreline – going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing;

award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bio-swales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

**A City of Neighborhoods**—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times, blends well with established neighborhood character, and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

**Neighborhood Centers**—The city has several vibrant neighborhood “main streets” that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the City.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day. Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside

Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations.

You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

**The Signature Boulevard**—Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the city.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As

a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city’s living room for major festivals and celebrations.

**A Healthy Community**—Shoreline residents, City government and leaders care deeply about a healthy community. The City’s commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and

provide alternative treatment for non-violent and non-habitual offenders.

**Better for the Next Generation**—In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and City staff strive for efficiency, transparency and consistency to ensure an effective and responsive City government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

### ***Framework Goals***

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were

updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the city's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

**FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.

**FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

**FG 3:** Support the provision of human services to meet community needs.

**FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.

**FG 5:** Encourage an emphasis on arts, culture and history throughout the community.

**FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.

**FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.

**FG 8:** Apply innovative and environmentally sensitive development practices.

**FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.

**FG 10:** Respect neighborhood character and engage the community in decisions that affect them.

**FG 11:** Make timely and transparent decisions that respect community input.

**FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.

**FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.

**FG 14:** Designate specific areas for high density development, especially along major transportation corridors.

**FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the

community and expand our jobs and tax base, and encourages innovation and creative partnerships.

**FG 16:** Encourage local neighborhood retail and services distributed throughout the city.

**FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.

**FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

### 2.5.6 City of Shoreline Comprehensive Plan

The City of Shoreline adopted its current Comprehensive Plan by Ordinance 649 on December 10, 2012. As required under GMA, the City's current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City's responsibilities. The Comprehensive Plan contains all required elements and many optional elements.

A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision. A comprehensive plan guides how a city will grow, identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and adequate public facilities; and protects environmental and historic resources.

A comprehensive plan can be an effective management tool for a city, providing an opportunity for community-defined direction and greater predictability for property owners. Development regulations, which implement aspects of comprehensive plans, govern such factors as allowable uses, size and location of buildings and improvements, and standards for environmental protection.

#### ***Elements Contained in the Current Comprehensive Plan***

The City of Shoreline Comprehensive Plan includes the following elements:

- Land Use
- Community Design
- Housing
- Transportation
- Economic Development
- Natural Environment
- Parks, Recreation & Open Space
- Capital Facilities
- Utilities

#### ***Existing Comprehensive Plan Land Use Designations***

The City of Shoreline Comprehensive Plan applies land use designations to all parcels within the city limits. Existing land use designations shown on the Comprehensive Plan map include:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use 1
- Mixed Use 2
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space
- Light Rail Station Areas:
  - Station Area 1\*
  - Station Area 2\*

*\* Boundaries were included as map features, but these were not formal land use designations defined by policy in the 2012 Comprehensive Plan*

With adoption of the 185<sup>th</sup> Street Station Subarea Plan, the Comprehensive Plan land use designations will be amended to reflect the proposed zoning of the plan. Specifically, the Light Rail Station Areas designations will be revised. This is described in more detail in Section 3.1 of this FEIS.

**Specific Policies Related to Light Rail Station Areas**

As part of its 2012 Comprehensive Plan update, the City of Shoreline adopted specific policies related to light rail station areas that provide a guiding foundation for the subarea plan.

- LU20: Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU24: Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU25: Evaluate property within a ½ mile radius of a light rail station for multifamily residential choices (R-18 or greater) that support light rail transit service, non-

- residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU26: Evaluate property within a ¼ mile radius of a light rail station for multifamily residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multifamily, mixed-use, and non-residential uses.
- LU28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU30: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU31: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.
- LU32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multimodal transportation facilities.
- LU34: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35: Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37: Regulate station area design to provide transition from high-density multifamily residential and commercial development to single-family residential development.

- LU38: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU39: Use the investment in light rail as a foundation for other community enhancements.
- LU40: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.

- LU41: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU42: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

### ***Comprehensive Plan Definition of Transit-Oriented Communities (TOCs):***

Shoreline’s Comprehensive Plan defines transit-oriented communities as “Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.”

### ***Other Relevant Comprehensive Plan Goals and Policies***

In addition to the specific Land Use policies pertaining to the light rail station area listed above, the following Comprehensive Plan goals and policies are relevant to the subarea.

#### **CITIZEN PARTICIPATION**

Citizen participation goals and policies guide all areas of planning in the City of Shoreline, and as such are relevant to the 185<sup>th</sup> Street Station Subarea Planned Action.

#### **GOALS**

- CP I:** To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

POLICIES

- CP1:** Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.
  
- CP2:** Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.
  
- CP3:** Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.
  
- CP4:** Consider community interests and needs when developing modifications to zoning or development regulations.
  
- CP5:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
  
- CP6:** Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.

- CP7:** Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
  
- CP8:** Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

**LAND USE GOALS AND POLICIES**

The City’s Comprehensive Plan Land Use Element was reviewed to identify the goals and policies most relevant to the subarea. In addition to the land use policies developed to specifically guide station subarea planning, summarized in Chapter 2, the following land use goals and policies also are relevant.

GOALS

- Goal LU I:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
  
- Goal LU II:** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
  
- Goal LU III:** Create plans and strategies that implement the City’s Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.

**Goal LU IV:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline, and connects all areas of the city to high-capacity transit using a multimodal approach.

grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES

**Goal LU V:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

**Residential Land Use**

**LU1:** The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for this designation may not exceed 6 dwelling units per acre.

**Goal LU VI:** Encourage pedestrian-scale design in commercial and mixed use areas.

**LU2:** The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.

**Goal LU VII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

**LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.

**Goal LU VIII:** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest. *(This goal is relevant to where the 185<sup>th</sup> Street corridor meets the Town Center Subarea along Aurora Avenue N.)*

**Goal LU X:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council. *(Implementation of the 185<sup>th</sup> Street Station Subarea Plan would build capacity for additional growth to support this goal.)*

**Goal LU XII:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as

- LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.
- LU5:** Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.
- LU6:** Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.
- LU7:** Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and “third places”.
- LU8:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

#### Mixed Use and Commercial Land Use

- LU9:** The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.
- LU10:** The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more

intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue N or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

- LU11:** The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.
- LU12:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.
- LU13:** Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

#### Other Land Uses

- LU15:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying

zoning shall remain unless adjusted by a formal amendment.

**LU16:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

**LU17:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

**LU19:** Land Use and Mobility Study Areas designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and Development Code.

### Light Rail Station Areas

These policies, LU20 through LU43 were presented in Chapter 2 of this FEIS. The 185<sup>th</sup> Street Station Subarea Planned Action is directly relevant to these policies, and the policies would best be supported and reinforced through implementation of Alternative 4—Preferred Alternative. (Implementation of Alternative 2—Some Growth and Alternative 3—Previous Most Growth also would support these policies.)

### Transit & Parking

**LU49:** Consider the addition of compatible mixed-uses and shared (joint use) parking at park and ride facilities.

**LU50:** Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

**LU51:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.

**LU52:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.

**LU53:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

### Sustainable Land Use

**LU54:** Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.

**LU55:** Explore whether “EcoDistricts” could be an appropriate means of neighborhood empowerment, and a mechanism to implement triple-bottom-line sustainability goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.

**LU56:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

**LU57:** Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

**LU58:** Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

**LU59:** Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

#### **Essential Public Facilities (EPF)**

There are no Essential Public Facilities (EPFs) located within the areas proposed for zoning changes under the action Alternatives 2, 3, and 4, and at this time, it is not anticipated that EPFs meeting the definition in the Revised Code of Washington (RCW)

36.70A.200(1) would be located or sited within the station subarea. While the proposed light rail facilities classify as EPFs, they are not the direct focus of this FEIS.

#### **Water Quality and Drainage**

**LU66:** Design, locate, and construct surface water facilities to:

- promote water quality;
- enhance public safety;
- preserve and enhance natural habitat;
- protect critical areas; and
- reasonably minimize significant, individual, and cumulative adverse impacts to the environment.

**LU67:** Pursue state and federal grants to improve surface water management and water quality.

**LU68:** Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

**LU69:** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

**LU70:** Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

**LU72:** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide

supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.

**COMMUNITY DESIGN**

Goals and policies related of the Community Design Element of the Comprehensive Plan are directly relevant to the 185<sup>th</sup> Street Station Subarea Planned Action.

**GOALS**

- Goal CD I:** Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City’s vision.
- Goal CD II:** Design streets to create a cohesive image, including continuous pedestrian improvements that connect to the surrounding neighborhoods.
- Goal CD III:** Expand on the concept that people using places and facilities draws more people.
- Goal CD IV:** Encourage historic preservation to provide context for people to understand their community’s past.

**POLICIES**

**Site and Building Design**

- CD1.** Encourage building design that creates distinctive places in the community.

- CD2.** Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.
- CD3.** Encourage commercial, mixed–use, and multifamily development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.
- CD4.** Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.
- CD5.** Encourage architectural elements that provide protection from the weather.

**Signs**

- CD6** Encourage signage to be complementary in scale to the building architecture and site design.
- CD7.** Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.
- CD9.** Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.
- CD10.** Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed-use zones.

**CD11.** Discourage signage that is distracting to drivers.

**CD12.** Improve permit process for temporary signs or banners.

#### **Vegetation and Landscaping**

**CD13.** Encourage the use of native plantings throughout the city.

**CD14.** Encourage development to consolidate onsite landscape areas to be large enough to balance the scale of the development.

**CD15.** Encourage concentrated seasonal planting in highly visible, public and semi-public areas.

**CD16.** Where feasible, preserve significant trees and mature vegetation.

**CD17.** Prohibit use of invasive species in required landscaping, and encourage use of native plant species whenever possible.

#### **Open Space**

**CD18.** Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.

#### **Public Spaces**

**CD19.** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

**CD20.** Provide public spaces of various sizes and types throughout the community.

**CD21.** Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, kiosks, and connections to surrounding uses and activities that contribute to a sense of security.

**CD22.** Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial and high-density residential uses.

**CD23.** Utilize landscaping buffers between different uses to provide for natural transition, noise reduction, and delineation of space while maintaining visual connection to the public amenity.

**CD24.** Encourage building and site design to provide solar access, as well as protection from weather.

#### **Public Art**

**CD25.** Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

**CD26.** Encourage private donations of art for public display and/or money dedicated to the City’s Municipal Art Fund.

**Sidewalks, Walkways and Trails**

**CD27.** Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

**Street Corridors**

**CD28.** Use the Green Street standards in the Master Street Plan to provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

**CD29.** Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping standards to enhance corridor appearance and create distinctive districts.

**CD30.** Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

**CD31.** Establish and maintain attractive gateways at entry points into the city.

**CD32.** Use Low Impact Development techniques or green street elements, except when determined to be unfeasible. Explore opportunities to expand the use of natural

surface water treatment in the right-of-way through partnerships with public and private property owners.

**Freeway**

**CD33.** Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

**Neighborhood Commercial**

**CD34.** Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

**CD35.** Encourage buildings to be sited at or near the public sidewalk.

**Residential**

**CD36.** Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

**CD37.** Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

**Historic Preservation**

**CD38.** Preserve, enhance, and interpret Shoreline’s history.

- CD39.** Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names or after major figures and events.
- CD40.** Educate the public about Shoreline’s history through commemoration and interpretation.
- CD42.** Develop incentives, such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.
- CD43.** Encourage both public and private stewardship of historic sites and structures.
- CD44.** Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.
- CD45.** Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

**HOUSING**

**GOALS**

**Goal H I:** Provide sufficient development capacity to accommodate the twenty year growth forecast and promote other goals, such as creating demand for transit and local businesses through

increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.

**Goal H II:** Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.

**Goal H III:** Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.

**Goal H IV:** “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

**Goal H V:** Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

**Goal H VI:** Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.

**Goal H VII:** Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.



**Goal H VIII:** Implement recommendations outlined in the Comprehensive Housing Strategy.

**Goal H IX:** Develop and employ strategies specifically intended to attract families with young children in order to support the school system.

POLICIES

**Facilitate Provision of a Variety of Housing Choices**

- H1:** Encourage a variety of residential design alternatives that increase housing choice.
- H2:** Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
- H3:** Encourage infill development on vacant or underutilized sites.
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
- H5:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H6:** Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing styles.

**Promote Affordable Housing Opportunities**

- H7:** Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.
- H8:** Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.
- H9:** Explore the feasibility of creating a City housing trust fund for development of low income housing.
- H10:** Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.
- H11:** Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.
- H12:** Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.
- H13:** Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and

incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.

- H14:** Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.
- H15:** Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate income households.
- H16:** Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.
- H17:** Advocate for regional and state initiatives to increase funding for housing affordability.
- H18:** Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.
- H19:** Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.
- H20:** Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.

**Maintain and Enhance Neighborhood Quality**

- H21:** Initiate and encourage equitable and inclusive community

involvement that fosters civic pride and positive neighborhood image.

- H22:** Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.
- H23:** Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.
- H24:** Explore the feasibility of implementing alternative neighborhood design concepts into the City’s regulations.

**Address Special Housing Needs**

- H25:** Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.
- H26:** Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.
- H27:** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.

- H28:** Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.
- H29:** Support the development of public and private, short-term and long-term housing and services for Shoreline’s population of people who are homeless.

**Participate in Regional Housing Initiatives**

- H30:** Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding.
- H31:** Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.
- H32:** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
- H33:** Support and encourage legislation at the county, state, and federal levels that would promote the City’s housing goals and policies.

**TRANSPORTATION**

GOALS

- Goal T I.** Maintain the transportation infrastructure so that it is safe and functional.
- Goal T II.** Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.
- Goal T III.** Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.
- Goal T IV.** Work with transit providers and regional partners to develop and implement an efficient and effective multimodal transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.
- Goal T V.** Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.
- Goal T VI.** Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.
- Goal T VII.** Develop a transportation system that enhances the delivery and transport of goods and services.

- Goal T VIII.** Coordinate the implementation and development of Shoreline’s transportation system with neighboring transit systems and regional partners.
  
- Goal T IX.** Support and encourage increased transit coverage and service to connect local and regional destinations to improve mobility options for all Shoreline residents.
  
- Goal T X.** Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

**POLICIES**

**Sustainability and Quality of Life**

- T1.** Work with the community and regional partners to create standards for development of the Light Rail Station Special Study Areas identified in the Land Use Map (Figure LU-1) and to implement Light Rail Framework Goals, which became LU20-LU43.
  
- T2.** Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements at intersections.
  
- T3.** Reduce the impact of the city’s transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.

- T4.** Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tools to improve traffic safety on city roadways.
  
- T5.** Communicate with and involve residents and businesses in the development and implementation of transportation projects.
  
- T6.** Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.
  
- T7.** Implement the City’s Commute Trip Reduction Plan.
  
- T8.** In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, right-of-way use by all users.
  
- T9.** Develop a comprehensive, detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.
  
- T10.** Use Low Impact Development techniques or other elements of complete or green streets, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners.



- T11.** Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.
- T12.** Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.
- T13.** Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.
- T14.** Implement a strategy for regional coordination that includes the following activities:
- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street;
  - Remain involved in federal, state, regional, and county budget and appropriations processes;
  - Participate in regional and county planning processes that will affect the City's strategic interests;
  - Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies;
- Develop legislative agendas, and meet with federal and state representatives who can help fund key projects;
  - Develop a regional legislative agenda and meet with area representatives from the Puget Sound Regional Council, Sound Transit, and King County Council; and
  - Develop partnerships with the local business community to advocate at the federal, state, and regional level for common interests.
- T15.** Balance the necessity for motor vehicle access to and from new development with the need to minimize traffic impacts to existing neighborhoods.
- T16.** Design and development standards that are adopted to minimize the negative traffic impacts of new development should also take into consideration the needs of the new residents that will occupy the buildings.
- T17.** Maintain the existing street grid network to maximize multimodal connectivity throughout the city. Utilize mechanisms that are appropriate for different street classifications to address increased traffic volumes and speeds.
- Bicycle System**
- T18.** Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit, and are easily accessible. Use short-term improvements, such as

signage and markings, to identify routes when large capital improvements will not be constructed for several years.

- T19.** Develop standards for creation of bicycle facilities.
- T20.** Educate residents about bicycle safety, health benefits of bicycling, and options for bicycling in the city. This program should include coordination or partnering with outside agencies.

#### **Pedestrian System**

- T21.** Implement the Pedestrian System Plan included in the City's TMP through a combination of public and private investments.
- T22.** When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.
- T23.** Design crossings that are appropriately located, and provide safety and convenience for pedestrians.
- T24.** Develop flexible sidewalk standards to fit a range of locations, needs, and costs.
- T25.** Develop a public outreach program to inform residents about options for walking in the city, and educate residents about pedestrian safety and health benefits of

walking. This program should include coordination or partnering with outside agencies.

#### **Transit System**

- T26.** Make transit a more convenient, appealing, and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's TMP.
- T27.** Monitor the level and quality of transit service in the city, and advocate for improvements as appropriate.
- T28.** Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.
- T29.** Encourage transit providers to expand service on existing transit routes, in accordance with adopted transit agency service guidelines.
- T30.** Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.
- T31.** Work with Metro Transit and the City of Seattle to implement "RapidRide" Bus Rapid Transit (BRT) service on the Aurora Avenue N corridor, and operate it as a convenient, appealing option for people who live or work in Shoreline, and those that want to visit.

- T32.** Work with transit agencies to improve east-west service across the city, and service from Shoreline to the University of Washington.
- T33.** Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.
- T34.** Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link Light Rail stations. (See LU20 through LU43 for additional light rail station study area policies.)
- T35.** Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.
- T36.** Support and encourage the development of additional high-capacity transit service in Shoreline.
- T37.** Continue to install and support the installation of transit supportive infrastructure.
- T38.** Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.

- T39.** Implement traffic mitigation measures at Light Rail Station Areas.
- T40.** Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

#### **Master Street Plan**

- T41.** Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use.
- T42.** Implement the standards outlined in the Master Street Plan for development of the city's roadways.
- T43.** Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

#### **Concurrency and Level of Service**

- T44.** Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not

meet the City’s established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board’s Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better.

These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

**T45.** The following levels of service are the desired frequency of transit service in the city:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for ten minute or less headways during the day on these routes).
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen minute or less headways on these routes).

### Transportation Improvements

- T46.** Projects should be scheduled, designed, and constructed with the following criteria taken into consideration:
- Greatest benefit and service to as many people as possible;
  - Ability to be flexible and respond to a variety of needs and changes;
  - Coordination with other City projects to minimize costs and disruptions;
  - Ability to partner with private development and other agencies to leverage funding from outside sources; and
  - Flexibility in the implementation of projects when funding sources or opportunities arise.
- T47.** Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the city.
- T48.** Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

- T49.** Expand the city’s pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the TMP using the following criteria:
- Ability to be combined with other capital projects or leverage other funding;
  - Proximity to a school or park;
  - Located on an arterial;
  - Located in an activity center (such as Town Center, North City, Ballinger) or connects to Aurora Avenue N;
  - Connects to an existing walkway or the Interurban Trail;
  - Connects to transit; and/or
  - Links major destinations such as neighborhood businesses, high density housing, schools, and recreation facilities.
- T50.** Prioritize projects that complete the city’s bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:
- Connects to the Interurban Trail;
  - Completes a portion of the routes connecting the Interurban and Burke Gilman Trails;
  - Provides access to bus rapid transit or light rail;
  - Connects to existing facilities;
  - Connects to high-density housing, commercial areas, or public facilities;
  - Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction
  - Links to a school or park; and/or
  - Able to be combined with other capital projects or leverage other funding.

- T51.** Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175<sup>th</sup> Street and I-5. Develop a funding strategy for construction.
- T52.** Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.

#### **Funding**

- T53.** Aggressively seek grant opportunities to implement the City’s TMP, and work to ensure that Shoreline receives regional and federal funding for its high- priority projects.
- T54.** Support efforts at the state and federal level to increase funding for the transportation system.
- T55.** Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.
- T56.** Develop and implement a citywide transportation impact fee program to fund growth related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.
- T57.** Provide funding for maintenance, preservation, and safety.

**ECONOMIC DEVELOPMENT**

GOALS

- Goal ED I:** Maintain and improve the quality of life in the community by:
  - Increasing employment opportunities and the job base;
  - Supporting businesses that provide goods and services to local and regional populations;
  - Reducing reliance on residential property tax to fund City operations and capital improvements;
  - Providing quality public services;
  - Complementing community character; and
  - Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.
  
- Goal ED II:** Promote retail and office activity to diversify sources of revenue, and expand the employment base.
  
- Goal ED III:** Facilitate private sector economic development through partnerships and coordinating funding opportunities.
  
- Goal ED IV:** Promote and sponsor improvements and events throughout Shoreline that attract investment.

- Goal ED V:** Grow revenue sources that support City programs, services, and infrastructure.
  
- Goal ED VI:** Support employers and new businesses that create more and better jobs.
  
- Goal ED VII:** Encourage multi-story buildings for efficient land use.
  
- Goal ED VIII:** Promote and support vibrant activities and businesses that grow the local economy.
  
- Goal ED IX:** Incorporate environmental quality and social equity into economic development as part of a triple-bottom-line approach to sustainability.

POLICIES

**Quality Of Life**

- ED1:** Improve economic vitality by:
  - Promoting existing businesses;
  - Recruiting new businesses;
  - Assisting businesses to create strategies and action plans through the Small Business Accelerator Program;
  - Encouraging increased housing density around commercial districts, especially those served by high-capacity rapid transit, to expand customer base; and
  - Developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas.

- ED2:** Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.
- ED3:** Encourage and support home-based businesses in the city, provided that signage, parking, storage, and noise levels are compatible with neighborhoods.
- ED4:** Use incentives and development flexibility to encourage quality development.
- ED5:** Attract a diverse population, including artists and innovators. Attract families with young children to support schools. Identify other targeted populations that contribute to a vibrant, multi-generational community.
- ED6:** Work to reinvigorate economically blighted areas in Shoreline by establishing Community Renewal Areas with associated renewal plans.
- ED7:** Enhance existing neighborhood shopping and community nodes to support increased commercial activity, neighborhood identity, and walkability.
- ED8:** Explore whether creating an “Aurora Neighborhood” as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens, and to capitalize on its infrastructure investment.
- ED9:** Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.
- ED10:** Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, to train a workforce that is prepared for emerging jobs markets.
- ED11:** Diversify and expand the city’s job base, with a focus on attracting living-wage jobs, to allow people to work and shop in the community.
- ED12:** Revitalize commercial business districts, and encourage high-density mixed-use in these areas.
- ED13:** Support and retain small businesses, and create an environment where new businesses can flourish.
- ED14:** Encourage a mix of businesses that complement each other, and provide variety to the community to create activity and economic momentum.
- ED15:** Direct capital improvements to key areas to promote the city’s image, create a sense of place, and grow and attract businesses.
- ED16:** Actively work with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

**ED17:** Provide fast, predictable, and customer service-oriented permitting processes for commercial improvements, expansions, and developments.

**ED18:** Use and/or conduct market research as needed to guide the City's economic development strategies and to assist businesses.

**ED19:** Coordinate and initiate financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

**ED20:** Encourage businesses to plan for shared parking when redeveloping commercial areas in order to provide adequate (but not excessive) parking. Other considerations in design of mixed-use or multi-tenant parking areas should include opportunities for interconnectivity and shared space, number and placement of curb cuts, and routes for ingress/egress.

**ED21:** Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

**ED22:** Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

**ED23:** Encourage the redevelopment of key and/or underused parcels through incentives and public/private partnerships.

**ED24:** Attract and promote clean, green industry within the city.

**ED25:** Develop regulations for food carts, which allow for incubator businesses while respecting established local restaurants, including temporary use for events.

#### Placemaking

**ED26:** Consider establishing specific districts, such as cultural, entertainment, or ecological districts.

**ED27:** Develop a vision and strategies for creating dense mixed-use nodes anchored by Aurora's retail centers, including how to complement, support, and connect them with mid-rise residential, office, and destination retail buildings.

**ED28:** Practice the activities of placemaking:

- Create unique cachet, or distinctive character;
- Build infrastructure;
- Collaborate;
- Assist businesses that serve the community; and
- Hone legislation.

**ED29:** Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination.

**ED30:** Unlock the Fircrest excess property to create living-wage jobs while respecting and complementing its existing function as a facility for people with disabilities.

**ED31:** Plan the Light Rail Station Areas to create connectivity for

appropriate growth.

**ED32:** Foster on-going placemaking projects:

- Revitalize development areas in:
  - Town Center
  - Echo Lake
  - North City
  - Richmond Beach
  - Ridgecrest/Briarcrest
  - Ballinger
- Attract mid-sized businesses;
- Support farmers market;
- Expand events and festivals;
- Surplus institutional property; and
- Support educational institutions.

**NATURAL ENVIRONMENT**

GOALS

- Goal NE I.** Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.
- Goal NE II.** Lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, minimize pollution, and reduce waste of energy and materials.

**Goal NE III.** Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geologic hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

**Goal NE IV.** Protect, enhance, and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

**Goal NE V.** Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.

**Goal NE VI.** Manage the stormwater system through the preservation of natural systems and structural solutions in order to:

- Protect water quality;
- Provide for public safety and services;
- Preserve and enhance fish and wildlife habitat, and critical areas;
- Maintain a hydrologic balance; and
- Prevent property damage from flooding and erosion.

**Goal NE VII.** Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.

**Goal NE VIII.** Preserve, protect, and where feasible, restore wetlands, shorelines, and streams for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.

**Goal NE IX.** Use education and outreach to increase understanding, stewardship, and protection of the natural environment.

**Goal NE X.** Maintain and improve the city’s tree canopy.

POLICIES

General

**NE1.** Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

**NE2.** Preserve environmental quality by taking into account the land’s suitability for development, and directing intense development away from *areas*.

**NE3.** Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.

**NE4.** Conduct all City operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and

recycling; and disposing of all waste in a safe and responsible manner.

**NE5.** Support, promote, and lead public education and involvement programs to raise awareness about environmental issues; motivate individuals, businesses, and community organizations to protect the environment; and provide opportunities for the community and visitors to practice stewardship, and enjoy Shoreline’s unique environmental features.

**NE6.** Provide incentives for site development that minimizes environmental impacts.

**NE7.** Coordinate with other governmental agencies, adjacent communities, and non-profit organizations to protect and enhance the environment.

**NE8.** Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.

**NE9.** Environmentally critical areas may be designated as open space, and should be conserved and protected from loss or degradation wherever feasible.

**NE10.** Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials (such as those specified under certification systems like LEED, Built Green, Salmon-Safe, and Living

Building Challenge) that may reduce impacts on the built and natural environment.

### Geological and Flood Hazard Areas

- NE11.** Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation.
- NE12.** Seek to minimize risks to people and property in hazard areas through education and regulation.
- NE13.** Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to minimize tsunami-related impacts.
- NE14.** Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.
- NE15.** Develop technical resources for better understanding of overall hydrology, and utilize innovative approaches to resolve long-standing flooding issues.
- NE16.** Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency.
- NE17.** Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

### Vegetation Protection

- NE18.** Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. The City should establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development, including short-plat development.
- NE19.** Minimize removal of healthy trees, and encourage planting of native species in appropriate locations.
- NE20.** Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.
- NE21.** Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.
- NE22.** Encourage the use of native and low-maintenance vegetation.

### Wetlands and Habitat Protection

- NE23.** Participate in regional species protection efforts, including salmon habitat enhancement and restoration.
- NE24.** Preserve critical wildlife habitat, including those identified as priority species or priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques.

Habitats and species of local importance will also be protected in this manner.

- NE25.** Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.
- NE26.** Restore existing degraded wetlands where feasible.
- NE27.** Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

#### Streams and Water Resources

- NE28.** Support and promote basin stewardship programs to prevent adverse surface water impacts, and to identify opportunities for watershed improvements.
- NE29.** Stream alterations, other than habitat improvement should only occur when it is the only means feasible, and should be the minimum necessary.
- NE30.** Identify and prioritize potential stream enhancement projects through surface water basin planning and its public participation process. Enhancement efforts may include daylighting of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.
- NE31.** Work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate

physical barriers and other impediments to anadromous fish spawning and rearing habitat.

- NE32.** Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies that help regulate surface flows and recharge groundwater.
- NE33.** Conserve and protect groundwater resources.
- NE34.** Provide additional public access to Shoreline's natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood agreement on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.
- NE35.** Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

#### Clean Air and Climate Protection

- NE36.** Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin.
- NE37.** Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

- NE38.** Reduce the amount of air-borne particulates through continuation and possible expansion of the street-sweeping program, dust abatement on construction sites, education to reduce burning of solid and yard waste, and other methods that address particulate sources.
- NE39.** Support and implement the Mayor’s Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

**Sustainability**

- NE40.** Establish policy decisions and priorities considering long-term impacts on natural and human environments.
- NE41.** Lead by example and encourage other community stakeholders to commit to sustainability. Design our programs, policies, facilities, and practices as models to be emulated.
- NE42.** Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the “triple bottom line” approach to sustainability (environment, economy, and social equity).
- NE43.** Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change.

Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

- NE44.** Apply adaptive management techniques and clearly communicate findings to the Shoreline community: individuals, businesses, non-profits, utilities, and City decision-makers. Use analytical and monitoring tools with performance targets to evaluate investments.
- NE45.** Design natural infrastructure into projects whenever feasible to mimic ecological processes.
- NE46.** Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through new and existing programs, such as the Backyard Wildlife Habitat stewardship certification program.

**PARKS, RECREATION, AND OPEN SPACE**

GOALS

- Goal PR I.** Preserve, enhance, maintain, and acquire built and natural facilities to ensure quality opportunities exist.
- Goal PR II.** Provide community-based recreational and cultural programs that are diverse and affordable.
- Goal PR III.** Meet the parks, recreation, and cultural service needs of the community by equitably distributing resources.

**Goal PR IV.** Establish and strengthen partnerships with other public agencies, non-governmental organizations, volunteers, and City departments to maximize the public use of all community resources.

**Goal PR V.** Engage the community in park, recreation, and cultural services decisions and activities.

**POLICIES**

- PR1.** Preserve, protect, and enhance the city’s natural, cultural, and historical resources; encourage restoration, education, and stewardship.
- PR2.** Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.
- PR3.** Maintain current facilities, and plan, develop, and acquire assets as the need is identified.
- PR4.** Maintain environmentally sustainable facilities that reduce waste, protect ecosystems, and address impacts of past practices.
- PR5.** Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.
- PR6.** Maintain safe, attractive facilities using efficient and environmentally sustainable practices.
- PR7.** Encourage a variety of transportation options that provide better connectivity to recreation and cultural facilities.

- PR8.** Improve accessibility and usability of existing facilities
- PR9.** Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.
- PR10.** Provide affordable programs and offer financial support for those who qualify.
- PR11.** Create programs to support and encourage an active and healthy lifestyle.
- PR12.** Determine the community’s needs by conducting need assessments.
- PR13.** Adjust program and facility offerings to align with demographic trends and needs assessment findings.
- PR14.** Equitably distribute facilities and program offerings based on identified needs.
- PR15.** Collaborate with and support partners to strengthen communitywide facilities and programs.
- PR16.** Seek partners in the planning, enhancement, and maintenance of facilities and programs.
- PR17.** Develop mechanisms for public outreach, communication, and coordination among partners.
- PR18.** Encourage consistent and effective public involvement in short- and long-range park planning processes.



**PR19.** Provide public relations and publicity efforts to inform citizens of communitywide opportunities.

**PR20.** Create volunteer opportunities to encourage citizen involvement and participation.

**CAPITAL FACILITIES**

**GOALS**

**Goal CF I:** Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines. To support Goal CF I:

- Acquire Seattle Public Utilities (SPU) water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating the possibility of assumption and consolidation with the City’s water system acquired from the City of Seattle (SPU), among other options.

**Goal CF II:** Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

**Goal CF III:** Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.

**Goal CF IV:** Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

**Goal CF V:** Facilitate, support, and/or provide citywide utility services that are:

- Consistent, reliable, and equitable;
- Technologically innovative, environmentally sensitive, and energy efficient;
- Sited with consideration for location and aesthetics; and
- Financially sustainable.

**Goal CF VI:** Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

**POLICIES**

**General**

**CF1:** The City’s 6-year CIP shall serve as the short-term budgetary process for implementing the long-term

Capital Facility Plan (CFP). Project priorities and funding allocations incorporated in the CIP shall be consistent with the long-term CFP.

- CF2:** Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.
- CF3:** Review capital facility inventory findings and identify future needs regarding improvements and space, based on adopted levels of service standards and forecasted growth, in accordance with this Plan and its established land uses.
- CF4:** Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.
- CF5:** Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.
- CF6:** Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

### Financing and Funding Priorities

- CF7:** Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.
- CF8:** Capital Facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.
- CF9:** Improvements necessary to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements that are needed to provide capital facilities.
- CF10:** Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.
- CF11:** Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

**CF12:** Utilize financing options that best facilitate implementation of the CIP in a financially prudent manner.

### Mitigation and Efficiency

**CF13:** Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

**CF14:** Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community.

**CF15:** Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and whenever possible, include enhancements to the natural environment.

**CF16:** Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems, and promote conservation or improvement of natural systems.

**CF17:** Encourage the use of ecologically sound site design in ways that enhance provision of utility services.

**CF18:** Support local efforts to minimize inflow and infiltration, and reduce excessive discharge of surface water into wastewater systems.

### Coordination and Public Involvement

**CF19:** Provide opportunities for public participation in the development or improvement of capital facilities.

**CF20:** Solicit and encourage citizen input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.

**CF21:** Work with non-City service providers to make capital facility improvements where deficiencies in infrastructure and services have been identified.

**CF22:** Actively work with providers to address deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.

**CF23:** Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements of this Plan, and identify opportunities for:

- Co-location of facilities;
- Service enhancements and coordination with City facilities and services;
- Development of public and environmental enhancements; and
- Reductions to overall public costs for capital improvements.

**CF24:** Track technological innovations to take advantage of opportunities to enhance services or create new utilities.

**Levels of Service**

- CF25:** Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.
- CF26:** Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.
- CF27:** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.
- CF28:** Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.
- CF29:** Encourage the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the city.
- CF30:** Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of the Comprehensive Plan.
- CF31:** The City establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to

which the City will strive to provide for existing development (see page 2-65).

- CF32:** The City establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services (see page 2-65).

**UTILITIES****GOALS**

- Goal U I.** Facilitate, support, and/or provide citywide utility services that are:
- Consistent, reliable, and equitable;
  - Technologically innovative, environmentally sensitive, and energy efficient;
  - Sited with consideration for location and aesthetics; and financially sustainable.
- Goal U II.** Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.
- Goal U III.** Acquire Seattle Public Utilities water system in Shoreline.

**City-Managed Capital Facilities and Services**

Type of Capital Facility or Service:	Level of Service
<b>Park Facilities</b>	<p>Park Facility Classification and Service Areas:</p> <ul style="list-style-type: none"> <li>• Regional Parks - Citywide</li> <li>• Large Urban Parks - Citywide</li> <li>• Community Parks - 1 ½ miles</li> <li>• Neighborhood Parks - ½ miles</li> <li>• Natural Areas - ½ miles</li> <li>• Special Use Facilities - Citywide</li> <li>• Street Beautification Areas – None</li> </ul> <p>The adopted 2011-2017 Parks, Recreation, and Open Space (PROS) Plan provides an inventory of park facilities by classification and service area. The PROS Plan creates an “Amenity Driven Approach” establishing an interconnected relationship between park facilities within the overall park system. Chapter 4 of the PROS Plan analyzes the target level of service for each classification.</p>
<b>Police</b>	0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.
<b>Transportation</b>	As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.
<b>Surface Water</b>	Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

**Non-City Managed Capital Facilities and Services**

Type of Capital Facility or Service:	Level of Service
<b>Water</b>	Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.
<b>Wastewater</b>	Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).
<b>Schools</b>	The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

## POLICIES

- U1.** Coordinate with utility providers to ensure that the utility services are provided at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element.
- U2.** Pursue alternative service provision options that may be more effective at providing services to our residents, including acquiring portions of the Seattle Public Utility water system, potential assumption of Ronald Wastewater District, and examining options with regard to the expiration of the Shoreline Water District franchise (scheduled for 2027).
- U3.** Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.
- U4.** Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.

**Consistency and Coordination**

- U5.** Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

**Mitigation and Efficiency**

- U6.** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:
- Is cost effective;
  - Minimizes and mitigates impacts on adjacent land uses;
  - Is environmentally sensitive; and
  - Is appropriate to the location and need.
- U7.** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community or of service delivery.

**Solid Waste**

- U8.** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- U9.** Support recycling and waste reduction efforts throughout the community.

**Electricity**

- U10.** Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.

- U11.** Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission facilities where feasible.
- U12.** Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

#### Telecommunications

- U13.** Minimize impacts of telecommunication facilities and towers on the community.
- U14.** Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.
- U15.** Support the provision of high-quality cable and satellite service throughout the community.
- U16.** Promote opportunities for distance learning and telecommuting to implement economic development and climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.
- U17.** Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

- U18.** Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.

#### Wireless Communications Facilities

- U19.** Facilitate access to reliable wireless communications services throughout the city, including increasing the service area on the western side of the city.
- U20.** Protect community aesthetics by planning for well-sited and well-designed wireless service facilities that fit unobtrusively with the environment.
- U21.** Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

#### Natural Gas

- U22.** Coordinate with natural gas utilities for improvements and expansion throughout the community, and support the eventual provision of full coverage of natural gas services.

### 2.5.7 Transportation Master Plan

The City of Shoreline Transportation Master Plan (TMP) was adopted in 2011, with amendments adopted in December 2012 and December 2013. Chapter 3 of the TMP, Sustainability and

Quality of Life, references goals and policies along with management and implementation strategies to guide planning, design, and development of streets and transportation facilities in the city. The TMP cites specific goals and policies of the Comprehensive Plan (listed above) and encourages best practices in street design such as integration of green infrastructure and low impact development. The TMP also encourages the provision of complete streets that meet everyone's needs with facilities for all modes of transportation. Specific goals and policies cited in the TMP related to quality of life include:

- Comprehensive Plan Goal FG 13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- Goal T I: Provide safe and friendly streets for Shoreline citizens.
- Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.
- Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.
- Policy T2: Reduce the impact of the City's transportation system on the environment through the use of

technology, expanded transit use and nonmotorized transportation options.

- Policy T10: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

### Implementation Strategies

- 10.1. Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.
- 10.2. Implement the Transportation Master Plan that integrates the City's Complete Streets program. Promote adequate capacity on the roadways and intersections to provide access to homes and businesses.
- 10.3. Coordinate transportation infrastructure design and placement to serve multiple public functions when possible, i.e. integrate stormwater management, parks development and transportation facility design.
- 10.4. Implement a coordinated signal system that is efficient and flexible depending on demand or time of day and responsive to all types of users, including transit riders, bicyclists and pedestrians.
- 10.5. Require evaluation of the transportation impacts resulting from significant land use developments. Each development that requires a Transportation Impact Analysis should have project specific scoping that

evaluates all transportation modes, including pedestrian, bicycle and transit. A more specific impact analysis that includes activities such as pedestrian activity near schools or high traffic volumes outside of standard peak period travel times is required to address the unique transportation needs of some land uses.

Additional discussion about the TMP is provided in Section 3.3 of this FEIS.

### 2.5.8 Parks, Recreation, and Open Space (PROS) Master Plan

The PROS Master Plan was adopted July 25, 2011 and includes specific goals and policies that support:

- The preservation, enhancement, maintenance and acquisition of facilities
- Diverse, affordable community-based recreational, cultural and arts programs
- Equitable distribution of resources
- Partnerships that maximize the public use of all community resources
- Community engagement in parks, recreation and cultural service activities and decisions

The PROS plan vision is stated as: *Provide quality parks, recreation and cultural services to promote public health and*

*safety; protect our natural environment; and enhance the quality of life of our community.*

Key goals and policies include the following.

GOAL 1 Preserve, enhance, maintain and acquire built and natural facilities to ensure quality opportunities exist.

Policy 1.1: Preserve, protect and enhance natural, cultural and historical resources, and encourage restoration, education and stewardship.

Policy 1.2: Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

Policy 1.3: Maintain current facilities and plan, develop and acquire assets as the need is identified.

Policy 1.4: Maintain environmentally sustainable facilities that reduce waste, protect ecosystems and address impacts of best practices.

Policy 1.5: Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.

Policy 1.6: Maintain safe, attractive facilities using efficient and environmentally sustainable practices.

Policy 1.7: Encourage a variety of transportation options to provide better connectivity to recreation and cultural facilities.

Policy 1.8: Improve accessibility and usability of existing facilities.

GOAL 2 Provide community-based recreational and cultural programs that are diverse and affordable.

Policy 2.1: Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.

Policy 2.2: Provide affordable programs and offer financial support for those who qualify.

Policy 2.3: Create programs to support and encourage an active and healthy lifestyle.

GOAL 3 Meet the parks, recreation and cultural service needs of the community by equitably distributing resources.

Policy 3.1: Determine the community's need by conducting need assessments.

Policy 3.2: Adjust program and facility offerings to align with demographic trends and need assessment findings.

Policy 3.3: Equitably distribute facilities and program offerings based on need.

GOAL 4 Establish and strengthen partnerships and other public agencies, non-governmental organizations, volunteers and City departments to maximize public use of all community resources.

Policy 4.1: Collaborate with and support partners to strengthen community-wide facilities and programs.

Policy 4.2: Seek partners in the planning, enhancement and maintenance of facilities and programs.

Policy 4.3: Develop mechanisms for public outreach, communication and coordination among partners.

GOAL 5 Engage the community in park, recreation and cultural services decisions and activities.

Policy 5.1: Encourage consistent and effective public involvement in the short and long-range park planning process.

Policy 5.2: Provide public relations and publicity efforts to inform citizens of community-wide opportunities.

Policy 5.3: Create volunteer opportunities to encourage citizen involvement and participation.

## **2.5.9 Surface Water Master Plan**

Originally adopted in 2005 and updated in 2011, the City of Shoreline Surface Water Master Plan (SWMP) goals are:

- To serve as a management plan (i.e., business plan) to more efficiently manage the capital and operational (including maintenance and NPDES permit compliance) programs of the Surface Water Utility for the next five years, at which time the basin plans should be completed.

- To incorporate sustainability components into the recommended programs, projects, and regulations, as part of the commitment to create an environmentally sustainable community within the Shoreline Environmental Sustainability Strategy.
- To evaluate Utility rates and project surface water management fees for the next five years to ensure the continued financial viability of the Utility.

Additional information pertaining to the SWMP is provided Section 3.5 of this FEIS.

### 2.5.10 Shoreline Climate Action Plan

The Shoreline Climate Action Plan was adopted in September 2013, building on the City's commitment to environmental sustainability. Environmental sustainability has been a core value in Shoreline since the City's incorporation in 1995, and Shoreline has become a regional and national leader in sustainability and climate protection, adopting bold policies and implementing numerous ambitious projects in recent years. Climate Action Plan goals include:

1. Communicate to the community what the City has already done and quantify the benefits of those actions.
2. Establish specific GHG emissions reduction targets and make recommendations for additional City actions to help achieve them.
3. Inform the community about what residents and businesses can do to address climate change.

Ultimately, the Shoreline Climate Action Plan strives to provide the important steps that City officials and staff, as well as Shoreline residents and businesses, can take to reduce greenhouse gas emissions and protect our abundant northwest environment, as part of the global effort to address climate change.

### 2.5.11 Shoreline Environmental Sustainability Strategy

A precursor to the Climate Action Plan, the Environmental Sustainability Strategy, adopted in 2008, includes the following mission statement:

The City of Shoreline will exemplify and encourage sustainable practices in our operations and in our community by:

- Being stewards of our community's natural resources and environmental assets;
- Promoting development of a green infrastructure for the Shoreline community;
- Measurably reducing waste, energy and resource consumption, carbon emissions, and the use of toxics in City operations; and
- Providing tools and leadership to empower our community to work towards sustainable goals in their businesses and households.

The strategy conveys ten guiding principles:

1. Sustainability will be a key factor in policy development.
2. The City will lead by example and learn from others.

3. Environmental quality, economic vitality, human health, and social benefit are interrelated systems.
4. Community education, participation, and responsibility are key elements.
5. Commitment to continuous improvement—the City will apply adaptive management to its efforts and clearly communicate findings.
6. Manage expected growth in a sustainable way.
7. Address impacts of past practices.
8. Proactively manage and protect ecosystems.
9. Improve and expand waste reduction and resource conservation programs.
10. Energy solutions are key to reducing our carbon footprint.

- Jobs—employers and business starts that create more and better jobs
- Vertical growth—sustainable multi-story buildings that efficiently enhance neighborhoods
- Exports—vibrant activities and businesses that bring money into Shoreline
- Collaboration—broad-based partnerships that benefit all participants

### *Place Making...*

*“turns a City from a place you can’t wait to get through into a place you never want to leave.” Fred Kent*

## 2.5.12 Economic Development Strategic Plan

The Economic Development Strategic Plan guides economic development strategy for the period of 2012 through 2017. Through a collaborative process, the Economic Development Strategic Plan concluded that the goal of economic development in Shoreline is captured by the concept of Place Making. Through Place Making, projects can be accomplished that realize the following six guidelines for sustainable economic growth:

- Multiple areas—improvements and events throughout the City that attract investment
- Revenue—growing revenue sources that support City programs

The plan recognizes the light rail station areas as two imminent and crucial opportunities.

## 2.5.13 Town Center Subarea Plan

The Town Center Subarea Plan was adopted July 25, 2011. Goals and policies of the Town Center Subarea Plan that also have relevance to the 185th Street Station Subarea Plan are summarized below.

- Goal TC-1:** Create a Town Center that embodies the sustainability values of environmental quality, economic vitality, and social equity.

**Goal TC-2:** Create a Town Center that is complete, compact, and connected to its neighborhoods and the region.

**Goal TC-3:** Create a “sense of place” in Town Center that provides a focal point for Shoreline’s civic life and community-wide identity and embraces its unique history.

**Goal TC-4:** Create an economically and culturally thriving Town Center through the coordinated efforts of the City, the School District, and other public sector organizations, business organizations, community non-profits, and neighborhood associations.

**Policy TC-2:** Create a safe, attractive, and walkable Town Center that links mixed-use, mid-rise buildings, a broad range of housing choices, major civic amenities, public gathering places, and bus rapid transit service.

**Policy TC-3:** Increase the variety of housing choices in Town Center and increase opportunities for moderate cost housing. Reduce new housing construction costs and incentivize affordable housing in Town Center.

**Policy TC-4:** Publicize innovative “green infrastructure” including City Hall, Shorewood High School, and Aurora Avenue N as models for private projects in Town Center.

**Policy TC-6:** Connect Town Center to other parts of Shoreline and the region by promoting multimodal transportation choices, including high-capacity transit on Aurora, frequent local bus service, bicycle paths, and improved pedestrian walkways.

**Policy TC-8:** Enhance the sustainability of adjacent residential neighborhoods through targeted investments in green street links to Town Center, and focused programs to enhance energy conservation and carbon neutrality.

**Policy TC-9:** Create a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high-capacity transit on Aurora, and adjacent neighborhoods.

**Policy TC-10:** Create safe and attractive pedestrian crossings of Aurora, walkways to better link uses with Town Center, and more direct and attractive walkways from adjacent neighborhoods.

**Policy TC-11:** Give clear visual indication of Town Center’s boundaries with gateway treatments such as signs and landscaping

**Policy TC-12:** Create a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within Town Center. (*N 185<sup>th</sup> Street is designated as a “Boulevard” street in the subarea plan.*)

**Policy TC-13:** Post public “wayfinding” signs to direct motorists and bicyclists to public destinations within and near Town Center.

**Policy TC-15:** Consider the creation of new rights-of-way, or the vacation of other rights-of-way in order to facilitate better vehicular and pedestrian circulation. Encourage parcel aggregation and more comprehensive site development designs in order to create a more pedestrian friendly environment and promote mixed use development.

**Policy TC-16:** Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale that limits lighting, signage, and noise impacts. Oriented commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.

**Policy TC-18:** Recognize the environmental and aesthetic value of existing stands of prominent trees and promote a green built environment.

**Policy TC-20:** Celebrate the heritage of the community through preservation, education, and interpretation of artifacts and places in or near Town Center.

**Policy TC-22:** Encourage structured parking for commercial, multifamily, and mixed use developments, and

reduce parking requirements in recognition of the availability of transit, on-street parking, walkability, and housing types.

**Policy TC-23:** Where feasible, minimize surface parking lots, located them in rear or side yards and screen them with landscaping, low walls, or fences, arbors, and other treatments to soften visual impacts.

**Policy TC -25:** Create a form-based development code and streamlined permit process that consolidates environmental review and design review into a single expedited administrative permit review. Adopt illustrated and clear design standards with a menu of options and opportunities for design flexibility.

**Policy TC-26:** Adopt Town Center design standards and design review process so that new projects are consistent with the vision and goals for Town Center.

## 2.5.14 North City Subarea Plan

The North City Subarea Plan was adopted in July 2001. The purpose of the plan was to:

- Provide a planning policy framework unique to North City.
- Preserve the privacy and safety of existing neighborhoods.
- Act as an incentive to redevelopment, particularly along 15<sup>th</sup> Avenue NE.

- Provide design direction for the improvement of 15<sup>th</sup> Avenue NE (and adjacent properties).

Key provisions and policies of the North City Subarea Plan include the following.

- Recommendations to apply best practices and sound neighborhood planning principles to the redevelopment of the district, and design guidelines illustrating potential improvements and redevelopment approaches.
- 15<sup>th</sup> Avenue NE serves as the service core for North City. Over time, it will be transformed into a “Main Street,” with lively street character and local services similar to the Lake City area only with housing and/or offices above. A specific goal of the plan is to:

*“Create a retail/pedestrian-friendly “main street” district along 15<sup>th</sup> Avenue NE, between NE 172<sup>nd</sup> Street and just north of NE 180<sup>th</sup> Street.”*

### **2.5.15 Development Regulations**

The City manages development through provisions of the Shoreline Municipal Code (SMC) and Title 20 of the SMC, the Development Code. Applicable sections of the code include the following.

#### ***Shoreline Municipal Code Provisions***

The Shoreline Municipal Code is a continuously evolving document made up of ordinances adopted by the City Council. These ordinances set standards to maintain safety and protect quality of life in Shoreline. The Municipal Code includes various titled sections including:

Title 1	General Provisions—describes the process of codification and amendments.
Title 2	Administration—describes the municipal government roles of City Manager, Planning Commission, and various boards
Title 3	Revenue and Finance—presents the financial structure of the City
Title 4	Reserved—not used at this time
Title 5	Business Licenses and Regulations—describes required licenses for various businesses/operations
Title 6	Animal Control Regulations
Title 7	Reserved—not used at this time
Title 8	Health and Safety—consumer protection provisions and City park use rules
Title 9	Public Peace, Morals, and Welfare—public disturbance noise, criminal code, fireworks, and other provisions
Title 10	Vehicles and Traffic—traffic and vehicle related provisions, speed limits, restricted parking zones
Title 11	Reserved—not used at this time

- Title 12 Streets, Sidewalks, and Public Places—sidewalk maintenance, roads and bridges, use of right-of-way, street vacation, public tree management
- Title 13 Utilities—provisions related to water and sewer systems, surface water utility, floodplain management, solid waste, electricity and communications
- Title 14 Environment—commute trip reduction plan provisions
- Title 15 Buildings and Construction—references construction and building codes, fire code, energy management code, and landmarks preservation
- Title 16 Land Use and Development-planning provisions many of which have been repealed and incorporated into other areas of the Municipal Code, Shoreline Management Plan, land use and development fee schedule
- Title 17 Subdivisions—repealed and now incorporated into Title 20, Development Code
- Title 18 Zoning—repealed and now incorporated into Title 20, Development Code
- Title 19 Reserved—not used at this time
- Title 20 Development Code—provisions related to plan requirements, zoning, special districts, and other

development requirements, including general development standards.

***Title 20—Development Code—Existing Provisions***

The Development Code includes requirements, standards, and guidelines for zoning and development, including private and public facilities. The purpose of the Development Code is to:

- Promote the public health, safety, and general welfare;
- Guide the development of the city consistent with the Comprehensive Plan;
- Carry out the goals and policies of the Comprehensive Plan by the provisions specified in the Code;
- Provide regulations and standards that lessen congestion on the streets;
- Encourage high standards of development;
- Prevent the overcrowding of land;
- Provide adequate light and air;
- Avoid excessive concentration of population;
- Facilitate adequate provisions for transportation, utilities, schools, parks, and other public needs;
- Encourage productive and enjoyable harmony between humans and the environment;
- Promote efforts that will prevent or eliminate damage to the environment and biosphere;
- Protect the functions and values of ecological systems and natural resources important to the public; and



- Encourage attractive, quality construction to enhance City beautification.

The Development Code’s regulations guide land use, building location and height, parking, landscaping, urban design, environmental protection, infrastructure, and historic preservation, as well as other elements. Development Code sections include:

- 20.10 General Provisions
- 20.20 Definitions
- 20.30 Procedures and Administration
- 20.40 Zoning and Use Provisions
- 20.50 General Development Standards
- 20.60 Adequacy of Public Facilities
- 20.70 Engineering and Utilities Development Standards
- 20.80 Critical Areas
- 20.93 Aldercrest—Planned Area—not applicable to the subarea
- 20.100 Special Districts—not applicable to the subarea

Division II. Shoreline Master Plan (20.200, 20.210, 20.220, and 20.230 provisions) –not applicable to the subarea

### ***Existing Zoning Designations in the Subarea***

- Parks
- Utilities
- R-6, Residential, 6 dwelling units per acre (single family)

- R-8, Residential, 8 dwelling units per acre (single family)
- R-12, Residential, 12 dwelling units per acre (single family, duplex, townhouses, cluster)
- R-18, Residential, 18 dwelling units per acre (multifamily, townhouses, apartments)
- R-24, Residential, 24 dwelling units per acre (multifamily, townhouses, apartments)
- R-48, Residential, 48 dwelling units per acre (multifamily, apartments)
- TC-1 to TC-4, Town Center (commercial, civic, and transportation-oriented uses)
- CB—Community Business (mixed use, apartments, retail and personal services)
- MB—Mixed Business (vertical or horizontal mixed use near/along Aurora Avenue N)
- NB—Neighborhood Business
- Campus

Amendments to City of Shoreline development regulations are being prepared to support implementation of the subarea plan. The regulations specify requirements for the new zoning categories and include new provisions not currently covered in the existing Municipal and Development Codes. The new regulations will be adopted as part of the subarea plan and Planned Action, and integrated into City codes as needed to support implementation. These include provisions for building height, bulk, character/form, setbacks, transitions between land uses, surface coverages, parking ratios, and other requirements.

Development Code revisions include new and unique regulations to implement the City's vision for the subarea.

For information pertaining to the relationship of the FEIS alternatives to the Development Code, including Code revisions to support the proposed Planned Action, refer to Chapter 3, Section 3.1 Land Use Patterns, Plans and Policies.